



**The Comptroller General  
of the United States**

Washington, D.C. 20548

## **Decision**

**Matter of:** Parking fees - Taxicab cost limitation

**File:** B-229291

**Date:** March 2, 1988

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### **DIGEST**

The claim of a National Security Agency employee for reimbursement for mileage and parking fees incurred in using his privately owned vehicle to travel to airport in connection with a period of temporary duty is limited to the estimated cost of taxicab fares to and from the carrier's terminal.

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### **DECISION**

This request for advance decision presents the question of whether an employee of the National Security Agency (NSA) may be reimbursed for expenses including round-trip mileage and parking fees incurred in the use of his privately owned vehicle (POV) to travel to the local terminal in connection with a period of temporary duty in California.<sup>1/</sup> We conclude that the employee's claim must be limited to the estimated cost of taxicab fares to and from the terminal.

### **BACKGROUND**

On February 24, 1987, in connection with a period of temporary duty (TDY) in California, an employee of the NSA drove his POV to Baltimore-Washington International Airport. The employee claimed expenses resulting from travel to the terminal totaling \$55.90 including round-trip mileage and parking fees. It is the employee's position that because it had snowed heavily the day before his scheduled departure he was unsure of when or if he would be proceeding on TDY. Further, he contends that he considered the use of his POV, rather than a taxi, to be necessary to ensure a timely

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<sup>1/</sup> The question was presented by Mr. Albert DePetro, Finance and Accounting Office, National Security Agency.

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arrival at that terminal. The employee considered the inclement weather to constitute extenuating circumstances justifying reimbursement of the full amount claimed. NSA disagrees citing its failure to discover any regulation granting an exception to the language of paragraph C4657 of Volume 2, Joint Travel Regulations (JTR), limiting reimbursement in these situations to the cost of round-trip taxi fare between an employee's residence or station and the carrier's terminal.

#### ANALYSIS

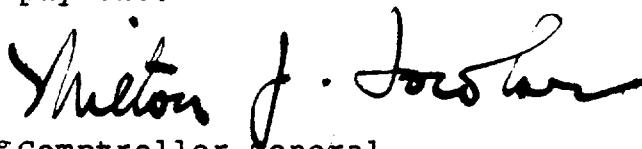
Paragraph 1-4.2c(3) of the Federal Travel Regulations (FTR) (Sept. 29, 1981) incorp. by ref., 41 C.F.R. § 101-7.003 (1983), substantially the same as 2 JTR para. C4657, provides as follows:

"Parking when automobile is left at terminal. The fee for parking an automobile at a common carrier terminal or other parking area while the traveler is away from his/her official station shall be allowed only to the extent that the fee plus the allowed reimbursement to and from the terminal or other parking area does not exceed the estimated cost for use of a taxicab to and from the terminal under the provisions of 1-2.3c."

The NSA has computed the constructive cost of the two-way taxicab fare in this case to be \$22.20 in accordance with this provision and 2 JTR para. C4652(2)a.

In our decision George R. Albert, B-207038, May 26, 1982, we held that this provision is prescribed by the Administrator of the General Services Administration pursuant to authority granted him under 5 U.S.C. § 5707 (1982). Thus, it has the force and effect of law. The regulation does not make any provision for additional reimbursement for airport parking in such circumstances. Moreover, the regulation may not be waived either by the agency or this Office.

Accordingly, the employee's claim may not be certified for payment.



Acting Comptroller General  
of the United States